



infrastructure

The Liberty road infrastructure is basically in place and has served its constituent population reasonably well. That population, however, has grown and changed over the past ten years and the fact is that we will undergo even more dramatic changes in the next ten years. Residential and business growth, both in the immediate and adjoining areas, will necessitate an upgrading of roadways, intersections, public transportation systems and water and sewage systems.



Traffic and Roads

Since the adoption of the original Liberty Road Action Plan the County and State have implemented a number of road improvements which have benefitted the corridor. Traffic continues to grow, however, with the private vehicle remaining as the primary means of transportation.

The largest anticipated future increase in traffic will take place along the western edge of the corridor. The State Highway Adminis-

Average Daily Traffic			
	1983	1988	% increase
Liberty Rd. @ Northern Pkwy	30,250	36,800	21.6%
Lochearn	33,250	38,000	14 %
695 (East Side)	37,250	45,000	20.8%
695 (West Side)	43,750	49,500	13 %
Old Court	29,750	32,285	8.5%
Randallstown	19,250	29,000	50.6%

tration estimates that daily traffic along Liberty Road in this area will increase from 29,000 in 1988 to 56,000 in the year 2005.

This increase is related, in part, to the development of the new Owings Mills growth area and it offers both opportunities and challenges to the Liberty Road merchants. In order for the Liberty Road business sector to take advantage of this growth it will be necessary to make travel to and throughout Liberty Road safe and convenient. A new connector road would address the growing traffic problem and growth between Randallstown and Owings Mills. It would also serve to eliminate the growing congestion along side roads such as Brenbrook, McDonogh, Tiverton, Marriottsville and Deer Park where the quiet residential settings are already being disrupted.

As early as 1982 the Regional Planning Council and the State Highway Administration formally recommended that Liberty Road from

Offutt Road to Deer Park Road be upgraded to five lanes, in order "to meet traffic demands from both a safety and capacity standpoint." Improved vehicular movement and access will also have beneficial economic ramifications for the businesses along this area of Liberty Road. Both the County and the State should prioritize this project in order to meet the growing traffic demands.

We are also recommending a series of improvements to selected intersections and locations as a means to ease congestion and promote safety and better access. These improvements should include left turn phasing, road restriping and the consolidation of curb cuts at new developments.

Both the public and private sector should improve ingress and egress and movement between establishments through the development of interconnectors between shopping centers, businesses and public facilities.

There is also a growing problem of overnight truck parking in both vacant commercial lots and streets and residential neighborhoods. We are recommending that an inconspicuous but convenient location be made available for truck parking.

Recommendations

- #1 An examination of and improvements to the traffic flow on residential streets and roads between Owings Mills and Liberty Road.

- #2 The County should conduct a traffic study to assess the demand for providing access between the Liberty Road corridor and the Owings Mills Town Center. This study, to be conducted with the assistance of a community advisory group, should evaluate the future traffic impact on existing residential streets, if the "connector road" is not built. In the meantime, the right of way should be preserved; but under no circumstances should the "connector road" be constructed without community involvement.
- #3 The addition of the 5th Lane on Liberty Road from Offutt Road to Deer Park Road be implemented. The County should strongly consider encouraging the State Highway Administration to make this project a priority. The County will make a formal request to the State Highway Administration to retain the house at the intersection of Liberty Road and Live Oak Road if at all possible when the 5th Lane is constructed.
- #4 The development of a comprehensive plan for access to and from Liberty Road for the new I-795 and McDonogh Road interchange.
- #5 Improvements to Deer Park Road beginning at its intersection with Liberty Road, including grading and widening.
- #6 Left turn phasing of Liberty Road onto Marriottsville Road.
- #7 Left turn phasing of Liberty Road onto Brenbrook Drive.
- #8 Improvements to the intersections of Liberty and St. Luke's Lane, and Liberty and Offutt Road.

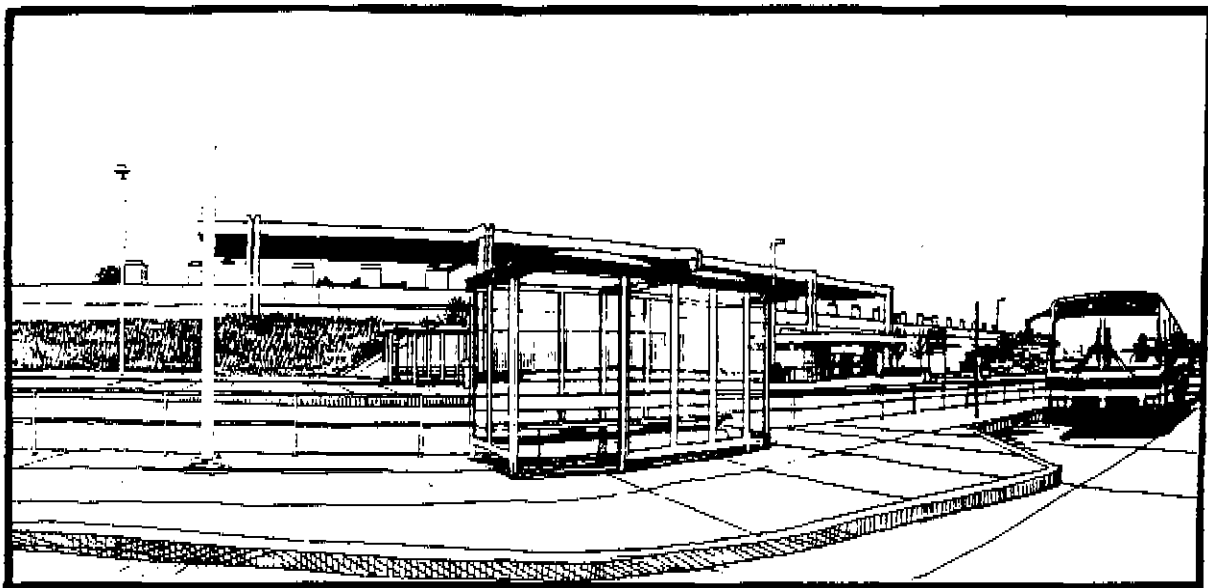
- #9 The restriping of turning lanes on Rolling Road at Liberty, Liberty Road at Courtleigh Drive, the entrance of the Randallstown Post Office and other congested areas.**
- #10 The consolidation of Liberty Road curb cuts at new developments or redevelopment projects.**
- #11 Interconnectors, both vehicular and pedestrian between shopping centers, businesses and public facilities, including Liberty Court and Liberty Plaza Shopping Centers, Kings Point Square and Marriottsville Shopping Centers, the Family Resource Center and adjoining commercial establishments, and others.**
- #12 The intersection at Liberty Road and Washington Avenue is presently operating at level "D". The County and State should monitor this intersection for possible change in the level of service and program improvements as needed.**

Mass Transit and Pedestrians

There is a national awareness that the growing problem of traffic congestion should be addressed, in part, through improved mass transit. Public transportation, including the MTA, Ride sharing and the Park 'N' Ride, should be seen as a means to reduce congestion and provide basic services to residents and businesses. MTA bus service which now ends at an arbitrary point midway through Randallstown should be expanded to serve the entire community.

Amenities such as bus shelters, benches and receptacles should be provided at appropriate stops and the entire system should be promoted, particularly to the non-transit dependent market, as a reliable and comfortable means of transportation.

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Pedestrian travel will most likely **remain difficult**, witness the basic **task of** crossing Liberty **Road**, but **many** problems can be ameliorated. Additional amenities, including **benches and** sidewalks, should **be provided**. **Sidewalks** should be located away from the road with landscaping as **a buffer where appropriate**. **Access to and from** businesses and public facilities **should be made safer and** more convenient **through** sidewalks, lighting **and** landscaping.

Recommendations

- #1 **The Mass Transit** Administration should meet with the community **to discuss** the possibility of extending bus service to the vicinity **of Deer Park Road in the future**.
- #2 **Improvements throughout the route**, including **a** review of stops **and zones and** additional bus shelters **and** amenities.
- #3 The retention and **promotion of the** Towson flyer (MTA bus #130).
- #4 **A** significant **and** on-going promotional **effort** involving the MTA, Baltimore **County and the community of** all **public** transportation **services** including, bus service, the Metro, **ride sharing and the Park 'N' Ride**.
- #5 Public and private improvements to facilitate pedestrian movement; lights, landscaping, sidewalks, interconnectors between sites, **benches and** receptacles.
- #6 **The County** will explore the feasibility of locating **a truck** parking facility with direct access to Liberty Road **in order to keep truck parking** out of the community.



Sewer and Water

We also recommend that the issue of water and sewage service be addressed. In the late 1970's and early 1980's a moratorium was imposed upon our communities and improvement and growth projects were seriously disrupted. We must guard against another moratorium given the dramatic growth taking place throughout the region. The County has recognized this need and is currently expanding the Patapsco Treatment Plant. The funding for this project has been secured. Additionally, the capacity of the Gwynn's Falls Interceptor is currently under study for future needs through the department of Public Works. The study should be completed in 1991.

Recommendations

- #1 The current expansion of the Patapsco Treatment Plant be completed as soon as possible, so as to not constrain future building permits.
- #2 The metering flows related to the Gwynn's Falls Interceptor be monitored closely in order that usage and new developments do not exceed capacity.
- #3 Proposed development and expansion projects throughout the region should be scrutinized by the Department of Public Works through the CRG process in order to match water and sewage usage capacity; high water uses should be discouraged.